

City of Ceres
Mitchell Ranch Center Public Scoping Meeting
September 19, 2007 - 7:00pm

Tom Westbrook (City): Good evening. My name is Tom Westbrook. I'm a senior planner with the City of Ceres. We'd like to welcome you to tonight's scoping meeting to talk about the Mitchell Ranch Center that will be anchored by the Super Wal-Mart.

Just a couple of housekeeping items. There's a sign-up sheet in the back. If you'd like, please sign that before you leave, if you haven't already done so. Additionally, there's an agenda there that you can take with you this evening. If you need to use the restroom facilities they're out the doors you came in and to the right. You can come and go as you'd like. Also, if you have any cell phones or pagers if you wouldn't mind turning those off or turning them to silent so that we wouldn't be interrupted, I'd appreciate that.

There's going to be a little bit of a presentation done by Daniel Hamilton of PMC. After the presentation we'll take all questions at the podium. You can just come up and just please state your name and your address and then you can address us with any comments that you may have. At this time I'm going to introduce Daniel Hamilton who's going to go through a brief PowerPoint presentation and then we'll take the comments and questions.

Daniel Hamilton (PMC): Thank you, Tom. As Tom indicated we're going to go through a real quick overview of what tonight's meeting is for, what the project is about, and what your role here can be in helping to define the environmental review that's going to go on for the project. So, this is for the Mitchell Ranch Center. This is for the entire shopping center proposed at the intersection of Service and Mitchell. This is about 304,000 square feet of commercial retail area that we're going to be looking at in here. It is anchored by the Wal-Mart Supercenter, as everybody is aware, but also does include other pad buildings surrounding, as well as the parking improvements, the transportation improvements, so everything associated with the project is all going to be considered herein.

So, this is a scoping meeting. I apologize if this is too small to see, but for anybody who wants copies of these we'll be glad to provide them after the meeting. Scoping is the chance for you as members of the public to let us, the environmental consultants and the City, know what factors you think are most pressing with regards to what this project might do to the environment. This includes any aspect of the environment, be it air quality, noise, traffic, economic blight. Whatever the issue is, whatever you're concerned about, this is your chance to let us know what your concerns are relative to the environmental impacts associated with the new construction.

So, this is done under CEQA. CEQA is the California Environmental Quality Act. This is something that every project that comes through the City has to go through in some form or the other. There are a few things that CEQA does and a few things it doesn't do that I think are probably important to clarify here. What it does do is it considers all the environmental impacts associated with a project, it discloses all those things to the public and allows for your input into what is considered within that environmental review. What it doesn't do is advocate, either for or against the project. This is simply a technical document about environmental impacts. It does

not require the project denial because of any adverse impacts. It simply discloses them, mitigates them wherever possible, and then states for everybody and for the public record what the residual amount is, whether or not there are significant and unavoidable impacts or whether they can be fully addressed.

The objectives of this EIR, the document that we're writing here, is to disclose all of the impacts on the environment, to find ways to avoid or reduce that environmental damage, and we'll include those, those are called mitigation measures, those will be found throughout the document to minimize the environmental impacts resulting from the development, to disclose for everybody's knowledge and understanding what the environmental impacts are associated with this, and to foster public participation and involvement. So, that's a big part of why we're here today. This is the second meeting we've held today. There was one earlier in the daytime for people who could make it then, one tonight. Again, this is for anybody to say anything about what they are concerned about, what they want to make sure is addressed or even to ask questions to make sure that things are being done in an open and public way.

Just to give you an idea, the EIR is a two-stage process. The first thing we do is prepare an initial study. We have copies of these up front; Kristin has them if anybody didn't have a chance to read it earlier and would like a copy, please just come up here and we'd be glad to provide it to you. This is a checklist which shows all of the environmental factors that the state law tells us to look at, and whether we've determined that those have the potential to be significant, and will be looked at in the EIR, or whether they have no potential to be significant, and we're not going to include them in the EIR. Almost every one of the state checklist factors is significant in this case. So it's going to be a very comprehensive and thorough document. Just to go over some of the areas that we're going to be looking at here – you'll see them on the screen there:

Aesthetics. This is the change to the visual site, as well as any light or glare production generated there, so this is everything from reflectiveness of windows to the nighttime lights being turned on, what impact that might have on neighboring residents, all those are considered within that aesthetics analysis.

Agricultural resources. There are prime agricultural soils known on the site, and the loss of those is known to be an environmental impact.

Air quality. This will include not only the construction of the site and the construction dust and emissions from the construction vehicles, but also the air quality impacts generated from traffic, from all the vehicles that will be accessing the site, from the trucks that will be servicing the site, all of those things will be looked at, not only on a local level right at the site, but overall for the City of Ceres, and even globally, with regards to their impacts to global warming and greenhouse gas emissions. So that analysis is very, very detailed.

Biological resources. We will look at any impacts to any species that may be affected by this, anything living on the site, anything that has the potential to use the site either for nesting or foraging, for birds, it's pretty exhaustive and there are pretty strict procedures for these – these are overseen by the State Department of Fish and Game.

Blight and physical deterioration. We have an economist on board to do a full market analysis associated with this. We'll look at the impacts it will have to existing businesses within Ceres and within the surrounding area and the potential for this to cause any closures of other businesses, which may create vacant buildings which may become blighted on the community. So, the idea with that is that while this report doesn't address economic conditions itself it will look at whether or not any physical conditions will change because of the economics of the situation.

Cultural resources. Again, we'll be checking the site and the literature for any potential historic uses of the site that may have left remnants of bones, spearheads, those kinds of things.

Geology and soils. Whether or not the soils are appropriate for the type of buildings proposed here, for the weight and load. We'll look at exactly at what they soil types are and a very detailed look at the analysis for what's proposed to go on there and whether the soils can handle that.

Hazardous materials. These can include anything from fuels that are used and stored on-site to any history of the site that may have underground storage tanks that may have leaked in the area. We'll do a full analysis of that. There's quite a few resources available to determine what's out there, and this can include soil testing as well to make sure that there's nothing that people would be exposed to.

Hydrology and water quality. This is regards to water draining off the site when it rains there, what does it pick up, does this have the potential to affect anything else within the city? Where is the water running to? We'll impact all of that, to see how this affects the storm drainage overall in the city, whether this creates any adverse impacts for anybody else not only on the site but off the site, further downstream from drainage.

Land uses. Specifically, the EIR will look at whether or not this creates any incompatible land uses. There's adjacent residential development that already exists, right next door to it. This will also look at whether or not the establishment of these businesses on this site is a violation of any locally adopted ordinances or policies with regards to environmental protection that's set forth in either the zoning code or the general plan or any other local ordinance. So it's a full policy analysis of the City's documents to make sure that this is consistent.

Noise analysis. This has already been raised as a big deal in the earlier meeting. We will have a noise consultant go out and do noise measurements across the site, 24-hour measurements for both daytime, weekdays, and weekends, to look at how much noise is out there now, how much noise would be generated by the traffic, by the construction, by the trucks that would serve the site, all of this, and we'll do noise contours, actually, to show how loud the noise is at the property line and at the closest adjacent residences, at the church, at all of the sensitive uses around here, and can create mitigation to deal with that. So that will be a very detailed part of the analysis that we know is going to be important.

Population and housing. This is a section that deals with whether or not there would be any population growth that is generated by this project, specifically, whether or not it would induce

large numbers of people to move to Ceres that aren't already here, and any environmental impacts associated with that.

Public services and utilities. This will analyze whether or not there's sufficient water, sewer, storm drainage capacity, parks, everything to serve any uses generated by this development. So, for each of the commercial uses to make sure there's sufficient water supply, sewer supply, and that it won't negatively impact anybody else in the city that relies on those existing services.

And finally, traffic. Traffic is always a huge deal. We have a traffic model that's going to be built as a part of this environmental review that will look at not only the intersections surrounding Service and Mitchell and Don Pedro and even the Highway 99 interchange, we'll look at about 15 intersections around the city that might be impacted by this, which will include analysis of whether or not lanes need to be widened, whether or not lanes need to be added, whether or not signals need to be installed, at particular intersections, all kinds of things like that. So, it will be a very, very detailed and thorough analysis of how much traffic is going to be generated, where it's going to come from, where it's going to go to, what time of day it's even going to show up. That's how detailed the model is.

So, those are the things that we're going to be looking at. Like I said, the main point of tonight's meeting is, one, to let everyone know what we've considered already, what we think is already going to be the environmental considerations that are most important. What we want to hear from you is, what did we miss? What might we not know, coming in as consultants that you think is important, that we need to know about analyzing the environmental impacts? But it's important to know that this is not your only opportunity to comment on whether or not you want to see this development occur within the city. This is one portion of that, and we certainly want to hear everybody who came here to speak tonight, but I wanted to go over with you where you also will have a chance to comment on the project. What you see up here now are the six – this is the minimum number of public hearings that have to occur just with regards to the environmental impact report. You can see there are three planning commission hearings, and three city council meetings, all of which, they will consider the environmental document alone. So you'll have all the opportunities here. These will start in probably about January of 2008 and will extend through about June of 2008. All of these will be open, public meetings, they'll be done in the normal noticing style, so everybody will be open to commenting on those, and those will be about broader aspects of the project, and all of these will happen after the EIR has been published, so after you've had a chance to review all of our analysis and decided whether you think it's right or wrong, what may have been missed, what you'd like to see expanded upon, all of that kind of stuff. So this is just the first of many opportunities that you're going to have to speak to this.

As I mentioned earlier, this is a two-part process. We have what's called a Notice of Preparation and an Initial Study. That's what Kristin has here, that's the checklist of all the things that we're going to be looking at along with a brief explanation of why we're going to be looking at them. Those are available here. This has a 30-day public review period for comment on it. We have just started that. That comment period goes through October 5th. So if you read this and you have anything that you think we're wrong about, anything that you think needs more analysis or less analysis than we've said, we're absolutely open. Anybody who comments on that, your

comments, you'll see them repeated within the EIR document that we create, so every comment that you make you'll see addressed within the report. So we encourage you, if anybody is really interested, please read the initial study, make any comments you think you want, and you'll definitely see those addressed by the City. You'll also be able to comment, like I said, at each of the planning commission and city council meetings that are going to occur after this, both for the review of the environmental document as well as later on for the review and approval of the project. So you can do that in any way that you want. You can do that by phone – we will have our phone numbers listed up and you can get cards for any of us that you want, just come up and ask for them afterwards. You can do it by email – our email addresses are also included on the cards. You can also do them by regular mail – we have our addresses listed as well as up here on the screen, for our phone number and email addresses, and if you want the real addresses simply send them to the City here to this building to the planning department, to Tom Westbrook's attention, or you could send them directly to us. Either way we'll make sure that they all get included within the EIR.

So, like I said, today we really want to hear from you. What are the aspects of this project on the environment that you think are most important, and what do you want to see out of the environmental review of this? So with that, I will open it up to any questions or comments that you have.

Tom Westbrook (City): Before you get started, sir, I just wanted to let everybody know that as Daniel mentioned he has hard copies of the Initial Study. It's also located on our web site – it's right at the beginning of the home page. The City intends to also kind of have a link from that home page for updates through this project, and so you can go right to our home, the web page to find updates for this project specifically.

Daniel Hamilton (PMC): And that will include the presentation that you saw tonight. We hope to have that up, probably by the end of the week.

Mike Kline (Public): My name is Mike Kline, 2913 Sergis Court, Ceres. Couple questions for you. In coming to the meeting earlier today, okay, and, with coming tonight, you were here talking about traffic studies. What kind of mile radius do you do around the facility, or the proposed site, as far as impact? Because, you know, and the second question is, with the proposal of the interchange at Service and 99, and Mitchell and 99, are you taking into consideration the proposal that's out there right now for those interchanges in part of your environmental studies? And plus, all the traffic that's going to be diverted around, that won't want to travel down Service Road to get to this site, or Mitchell Road, or they'll wind up taking Railroad Avenue up Don Pedro, you know, and that's one of the oldest, well not *the* oldest, but one of the oldest, you know, streets in the city of Ceres, you know. So, you know, the impact it's going to have north and, I mean, excuse me, east and west, coming from, I believe it's Railroad, right there Frontage Road coming, you know, coming east or west going that way to avoid those intersections of Don Pedro and Service and Mitchell?

Daniel Hamilton (PMC): Two questions there. The first one, we can give you a list of all the intersections that we're considering. They go quite a ways, they go to the next freeway ramps up to the north as well on 99, so they include two sets of 99 ramps, I believe. Is that right? And this

was based on the opinions of the traffic engineers on how far out they needed to go. I know we go well beyond a mile in some cases, depending upon the length of the roadways. The second portion of your question, though, was whether or not we take into account this growth in the traffic model. Actually CEQA requires us to go well beyond that. Not only do we have to take into account this growth, but we have to consider all probable known future projects. So this will include analysis of every application that's been submitted to the City, everyone that's shown interest in developing, we include the traffic generated from all of those in this model. So it goes well beyond simply this project and anything that may foreseeably happen in the near future that the City is aware of, we include in the analysis.

Unknown (City): And they will be looking at our plans for the Service/Mitchell interchange.

Mike Kline (Public): Okay, and my next thing is that I did grab one of your packets earlier, but looking at that packet where the proposed site is, there's a strip center that butts up to the back of the Wal-Mart, or the Super Center, or however you want to address the thing, but the way that map looks, it says trailer parks there, and I'm trying to think where that trailer park is. [inaudible background voices] Well, no, it's on the other side by the Catholic Church, but according to his map, when I looked at his map, maybe I looked at the map completely wrong. [inaudible background voices] I mean, am I wrong in looking at that map? [inaudible background voices]

Daniel Hamilton (PMC): No, the map was taken from one of the standard Internet mapping programs and simply the label is placed in the wrong place.

Mike Kline (Public): Oh, okay.

Daniel Hamilton (PMC): So, it's not that you're reading the map; it's that the map is incorrectly listed.

Mike Kline (PMC): Well, yeah, and that's the reason that I ask you, is because it could be misleading to a lot of people, when I looked at the thing today.

Unknown (City): Thank you for that, we'll fix that.

Daniel Hamilton (PMC): And, certainly, the map is there for illustrative purposes there, the actual traffic model uses the City's full GIS Land Use information which is parcel-specific, so the error won't be repeated in the analysis.

Susan Borgess (Public): My name is Susan Borgess, 3805 Evalee Lane, Ceres. Again, I agree with Mr. Cline, the impact of the Service interchange will dramatically change the traffic controls on El Camino and Don Pedro. That's a main concern especially since I've been told, I have not seen your plans yet, that most of the service vehicles, your diesels and stuff will be coming down Don Pedro letting off that side instead of out on Mitchell. That is a very old street. There is already no parking for trucks. I don't see that it can even handle the weight load for those vehicles. Also my concern is for the 24-hour part of this. We all know that not too many good people hang out at Wal-Mart at 2 o'clock in the morning and most of them aren't in vehicles, so they're going to be walking through our neighborhoods. The crime level will be

going up and I really don't like to say that but you are affecting our property values, when it comes to that. Also the noise, the light; that is a big concern for me. We already live by the freeway and we knew that when we bought there but we didn't know the rest of this was going to happen. We live by a ranch, we live by a farm; it was agriculture out there. Basically those are my concerns; the impact on the neighborhood itself. I realize it's a small community where we're at, few neighborhoods compared to most places but it is a very quiet; very good place to live and I am worried about that. Thank you.

Daniel Hamilton (PMC): Thanks.

Genella Williams (Public): Hello, my name is Genella Williams, I live at 3800 Evalee. And you've mentioned one church; there are two churches that will be affected by the Wal-Mart Center. The Catholic Church and the Southern Baptist Church and with it being opened 24 hours that is a concern. Two churches, the Wal-Mart open 24-hours, children, traffic, teenagers, the noise. I live on Don Pedro; shopping carts will be parked all the way to my house where I turn left to go home, that's what I will drive home to every night. To see a brick, the north elevation, to see brick, trucks, metal roll-up doors; that's what I will drive home to. I have been driving on that street almost over 20 years now, I have lived on that street since my daughter was born. I brought her home from there on Evalee Lane, the opposite side of where I live now. It was farm like Sue mentioned, and now it's going to be big diesel trucks, shopping carts, people going there all hours of the night pushing their carts, noise, traffic. Mitchell is already congested, already, already. Already overly congested and then you are going to put in a huge shopping center with a Wal-Mart, restaurants, beauty shops. The traffic is just my concern and the two churches, it's a big concern. The two churches.

Tony Cardinas (Public): My name is Tony Cardinas, I live right on Archcliffe there. And um, I have a two story home, and there are a few there on Archcliffe and the noise level is already outrageous. You know; I can hear the tracks, the train going at night and it just rattles my doors at night, you know, just the vibration and stuff and of course the ambulance going up and down Mitchell on the freeway from the corner there I think behind across from [inaudible]. They got an ambulance service going there and cops and everything so I hear the ambulance. Now it is going to double the noise from all the traffic on the 24 hours, you know, so that's my main concern, you know. And, my other concern is, I've been there 17 years and my home there was the second home built there since '90 I moved in, and the crime has built up since the second year I moved in. I moved from Modesto to get away from crime and the two years I was there about every other week we had a car broken into, a trailer, RV broken into, gosh, lights missing, just uh, attempted to break in, our alarms go off and it just continuously, you know, crime going on. We reported it to the police. And our coverage, as far as I am concerned, the tax we put for our PD, we don't get our coverage on that street. And I complained several times to the watch commander and see what can we do we only got two cops, four cops at night to the whole city. Well what's going to happen when we get this other, all this other, traffic going through there as far as crime, you know, and that's the second concern, major concern is we had that problem already and what's going to happen is it's going to increase the crime on our street. It is a decent street and mostly new homes there, you know, and uh I just feel we don't get our coverage. It may not be your direct concern, it's more like council and the PD and the chief, you know, but I thought I would just bring it up. The other thing is because I am on a second story, again, I hear

all of that stuff going on the noise and stuff. But the traffic, I go out there and try to get on Mitchell as it is right now; I take a chance. I mean I have to step on it just to go left, right is no problem. If I have to, if I want to, I can go all the way down Don Pedro and come back on Trent and then go back on Yosemite and then get back on Mitchell and go down that way but we don't need that; maybe a traffic light would help me get, you know further, but with so much traffic I do not see how we can cover the traffic because it is going to double at least with all of this new traffic going through there but again. And the third is the value of our homes like the lady said, you know, I don't know, you know, I don't know the studies that are going to take place, you know, and give us any feedback on our homes and our value and we're not talking about a couple thousand dollar value; if it goes down it is going to drop 50, 30 thousand, you know, of value if it drops directly effect the area, you know. My, I shop at Wal-Mart, I'm there every other day the one down the street so I can't say I don't go there but it is not across the street like its going to be now, you know, and when I traveled last month and a half across the states I used Super Wal-Marts the food and everything else for my trailer. But of course, now it is affecting me directly across the street, you know. Now we are into traffic, the carts, you know, the crime, you know, the whole works. To me its going to double, everything is going to double, the noise. Not everybody lives in a two story house but in a two story you are up there you hear everything twice as much as it is. The Catholic Church, they have their bands once and a while and I can hear them once or twice a year, you know, and of course once or twice a year I can deal with it, you know. I really didn't know that until today earlier at 12 that Don Pedro is I guess considered a truck route because the truck on El Camino. I didn't know that I have never seen them go by there to tell you the truth. I know they are there and what a truck company is doing in the middle of Ceres I really don't know but I guess maybe they were there before we were. New homes built around them I guess that is what happened. But I don't understand how a residential area has trucks going through the middle of it of course now we'll have more. But um - and the fourth issue is water pressure and I talked to Tom before. I have been dealing with water pressure drops for two years now, ever since I moved there and they haven't fixed the problem. Sometimes in peak season in the morning or at night when I am trying to take a shower I feel like I am back in the military I can't barely trickling while I am trying to take a shower, you know, so um - now they haven't fixed that problem and now they've got all these more water usage next door using the same pump system. So, you know, you've got to fix the first problem before you continue to fix the second problem, you know. I mean I forgot my notes, I was in a rush to get over here and I had some other issues I wanted to bring up but I guess you got some other meetings that has been going on with the council. - I really wanted the council to be here so they can hear us directly as neighbors not readings, you know, when they read the paper it is not the same when you hear people taking to you its not the same direct eye contact compared to notes, you know. I am retired, I been retired for four years and I live happily here but I tell you that crime I can't believe how bad it is for a small town that I moved here in 1990. It is just not, not, not right. I am a retired piece officer so I been trying to catch them but I just, I just get out there too late. I mean, I got people on tape; I got a VCR, I catch people on tape; I turn it into the cops and I don't know if they are going to do anything about it because, you know, but a week later they are back there again breaking into windows and stuff, you know, so I mean I guess again I'm just kind of frustrated and kind of venting a little bit I guess to you guys but were just tired of the crime theory, you know, and all of a sudden now we got this other issue coming up to be more crime and more carts and I don't know. But anyway, that is my feedback. That's all, thanks.

Ken Craig (City): Thank you. And again just a reminder this is the scoping meeting for the environmental impacts. We know that many of you have expressed an interest in making sure the council hears your concerns and you are going to have that opportunity; I guarantee you will have that opportunity and they want to hear what your concerns are and your comments are. [inaudible question] Absolutely, yes.

Barry Siebe (City): There will be plenty of notices that are sent out for each of the hearings, alright, that'll take place. Additionally, if you have comments that you would like to send in, questions that you would like to send in; we would, we would very much welcome written comments and such. So if you've got your notes at home, if you'd like, you can certainly bring those in or send those in. We will take those, we will take those into consideration. It doesn't preclude you from coming to the public hearings and making those comments, alright, but it does give us a written record of the comments so we can begin to address those as Daniel had indicated earlier. Those comments, these comments will become part of the permanent record in the environmental impact report.

Ken Craig (City): And another reason to have you sign-in is that it gives us your name and address so we can ensure you that you get directly a notice of future hearings.

Mike Kline (Public): I hate to do this to you guys; anyway, Mike Kline, 2913 Sergis Court. The gentleman back there just, just brought, brought something up that, you know, I thought about too. Right now the City of Ceres is contracted, if I believe right, to the City of Turlock for sewer. Is the environmental impact going to have the studies on that as far as what its going to have as far as what we are going to have to pump to Turlock and what Turlock's adverse reaction is going to be by taking this on?

[Inaudible]

Ken Craig (City): Well, the environmental impact report as noted, is going to look at the infrastructure issues. And its going to look to ensure that we have the capacity, whether it's affluent going to Turlock, which is a portion of how we process our affluent, or whether it's through our processing plant. So, it will certainly be looking at that question.

Mike Kline (Public): Ok.

Tony Pintabona (Public): Hello, Tony Pintabona 3661 East Redwood Road. I had to shift mental gears here I was going from pros and cons to try to rephrase some if it to the agenda tonight and probably just a series of questions, and uh, maybe we will get some answers to those along the way. I guess as they do this study what growth is determined detrimental? What percentage is there a nationwide standard that the report is going by? So really I want to know at what point does detriment become a determining factor on a no no-go I guess? What happens to the Hatch Road Wal-Mart? [Pause] And uh, I don't know if this is appropriate to this agenda or not, but uh, obviously there must be some monetary factors involved. What subsidies, does Ceres or the County gonna have to put on the table for Wal-Mart? [Pause] You said the study

goes a mile out? I'm assuming that takes into consideration the new Ceres exit which would probably be Keys Road right?

Daniel Hamilton (PMC): We'll have to look at the full intersections. I can, anybody who is interested in this in more detail I would be glad to provide the entire scope of what the transportation analysis includes. Including every intersection that we are going to be looking at. I don't have them all off the top of my head here but for anybody who wants to know just come up and ask me afterward and I'd be glad to give you all of them.

Tony Pintabona (Public): Ok, well thank you. I will save the rest for the other meetings when it is probably more in tuned with...

Daniel Hamilton (PMC): Well while you are up here, why don't we give you some quick answers, I've got answers for some of them not all of them.

Tony Pintabona (Public): Good.

Daniel Hamilton (PMC): The first question was about whether or not how much growth is considered detrimental? The EIR doesn't make any value judgments about whether growth is good or bad; just like it won't make any judgments whether this project is good or bad. It's however much growth is planned, what impact does that have on the environment? That's the threshold that we use for the analysis within this portion of the document. So there won't be any statements about whether or not the growth is too much or too little or even appropriate for the City. It will only look at whether or not the environmental impacts are there. That's what's going to happen when it gets to the Planning Commission or City Council. That will be apart of their decision making process and that is something they will be absolutely be considering in whether or not they approve it. And the second was what's going to happen to the existing Wal-Mart that's there? Based on all of the information that we have now is that existing Wal-Mart is going to continue to be in operation.

Tony Pintabona (Public): Now you know that you are gong to make me ask a question that is not for this agenda right? Because we know that possibly can't happen.

Ken Craig (City): Well, let me just add to you that I think - Wal-Mart has indicated to us directly that they plan to keep this store open and I can assure you that it raised all eyebrows and the city is going to be addressing that question rather directly with Wal-Mart. It's a big concern of ours and we certainly don't want that store to end up being a blight on the community and empty; and we are very concerned about that and we have every intentions of holding their feet to the fire in regards to that use of that building.

Tony Pintabona (Public): Confidence is high huh? (chuckle)

Ken Craig (City): Oh the subsidy, yes. We have not been approached by Wal-Mart or the developer for any subsidiaries at this point in time. It's not even on the table.

Tony Pintabona (Public): Ok, thank you.

Marsha Harris (Public): My name is Marsha Harris and I also live on Archcliffe. Um, it sounds like you are going to be addressing quite a few things that are of interest to us; one thing or a few things that we would like to point out in particular because it is our neighborhood. You indicated that you would be taking into account all the future development that is to be done. If we can ask you to key in on some that are very particular to us, the end of Archcliffe right now is currently dead-ended into what will be a new housing development when they start building again and that road will continue on through to Roeding. So if you can make note of that for your traffic study as people try and, we all do it, we all know we stay off of the major roads. You try and find some backdoor way to get in quicker. We're all used to doing it so again the impact, of what people have said already, coming off of the Central Ceres exits coming El Camino up Don Pedro in the back door. With the layout that you have in your plan, with the back of Wal-Mart not being fully walled off. Currently Wal-Mart you have completely walled off; you've got the canal on one side, other stores to the south of it. You can come in on the side but the rest of it, where the trucks go, completely walled off, no access to cars. When the Wal-Mart was first there you used to be able to scoot behind it and people used it as a traffic pattern. With the look of how you have the design laid out now, with open access to the back of Wal-Mart off of Don Pedro; it's just a huge major concern to all of us in the neighborhoods there that is. So if we can have you pay particular attention to that in your traffic study we would appreciate it, um, because it's not like most major shopping centers where you have a complete wall separating the shopping center from residential areas.

The other thing that many of you may not know, we actually have a fox that runs through our neighborhood there on Archcliffe. We'll find droppings from him every once and awhile. So if you can point that out to the Fish and Game Department to try and locate, I don't know if he goes all the way over to the empty lot where the Wal-Mart is planned or if it just sticks to the end of Archcliffe down in that empty field but he is periodically around. Last, you know, droppings were probably a couple of months ago so he is still around somewhere so if you can kind of keep an eye out look for him and see what's up with that.

Um, and probably the crime aspect that everybody's talked about already. Just the impact that it will have with the additional foot traffic because the center will be open to the residential area and it will increase foot traffic, it will increase all of that you have already heard people articulate about before. But if you can zero in on those not just what it does for the whole city but particularly for these residential neighborhoods because it's a huge drastic change in how our living environment currently is to what impact it will bring. So if we could ask for scrutiny in those areas we would appreciate it.

Daniel Hamilton (PMC): Thank you.

Tony Pintabona (Public): I want to make one last comment and I brought up and I forgot to mention it. If Wal-Mart has to be there, I wouldn't mind seeing a wall along Don Pedro by the traffic of the trucks coming off Mitchell or somehow somehow. All that has to be there, somehow we can bring it off surface roads and back... [inaudible]...off of Don Pedro ... [inaudible]...that would be nice.

Daniel Hamilton (PMC): And since we are recording the meeting, I'll just speak that into a microphone. You're worried about specifically the truck traffic and where it's going and suggesting that a wall along Don Pedro or even along surface up to Don Pedro might help to limit truck traffic along there so.

Tony Pintabona (Public): No entry at all to trucks...[inaudible]

Daniel Hamilton (PMC): Keeping trucks totally off Don Pedro

Unknown (Public): All traffic off Don Pedro...[inaudible]

Barry Siebe (City): If I could interrupt—we really appreciate your comments, but we do record this because we want to be as thorough as we can in the comments that we get so if we could ask please, do step up to the microphone, because we want to get this on tape, we want all the comments. We want to be very thorough in our comment collection. So, please step up to the microphone and use that so that we get this on the tape and we can get all of this recorded. Thank you.

Travis Weese (Public): I'll say it all again. My name is Travis Weese, I live on 3512 Archcliffe. I've lived in Ceres my whole life—born and raised here. I lived in Modesto for a little bit, and like Tony said—hated it. Big town, a lot of crime, dirty, just didn't like it. Liked Ceres better so I moved back to Ceres. Ceres does not need another Wal-Mart. There's a reason why Turlock and Modesto does not have a Super Wal-Mart—neither one of them wanted it. If you want to see what your new Wal-Mart will look like in about two years, just drive down right there on Mitchell and Hatch, because that's what it's going to look like in two years. It's going to be dirty, it's going to be run down, it's going to look just like the one we have right now does. Um, I'm worried more about my way of life though. Like you said again on Don Pedro, you guys have trucks coming off of Don Pedro to deliver to the back of the Wal-Mart. I don't see any reason at all why you have to have a truck go down a residential street when you have two major streets—you have Mitchell and Service right there. Two major streets right off the freeway that if you were going to have to make a delivery, why would you at all even think about going down a residential street when you have two major streets right there to work from?

And the other thing—my other concern is, is this Wal-Mart effecting other local businesses around here. I like some of the small grocery stores we have around here like Richland and Savemart—I shop at those. This thing, I've already talked to some of the employees at Richland and they're all—they said one hundred percent if that Super Wal-Mart goes in, Richland will not be here. They will shut Richland down. Another one that I go to often is the Ace Hardware store—that's going to be another one that's going to be affected. All just to have a Super Wal-Mart that this town does not need whatsoever. For one thing, it doesn't even have the population for a Super Wal-Mart. The Wal-Mart we have here already is fine—it's big enough, it handles whatever needs we have. They're not making anymore land right now. What we have is what we have. Ceres needs to make better use of that property then to build another Wal-Mart. We have no restaurants in this town hardly at all. We have fast food, and a bunch of Mexican restaurants—which I like Mexican restaurants, nothing wrong with those, but we don't have any restaurants in this town. No Chili's, no Red Lobsters. That kind of stuff right there is going to

bring business and revenue. That kind of stuff is going to bring people from other towns to Ceres, like a Red Lobster. There's one Red Lobster in Modesto, that's the only Red Lobster for miles around. You put one in Ceres, now you're drawing from Turlock and from parts of Modesto and from Huson and from the surrounding towns. You put a Super Wal-Mart in, you ain't drawing from any other towns, and every other town already has Wal-Marts. They don't want to go to Ceres just to go to a Super Wal-Mart.

Crime. The crime rate is going to go up, especially in my area where I live, because I'm going to be living right there by it. The noise. Home values. Try to sell your house with the Wal-Mart right there one block away from it, where you walk out in the street and you look down the street and there's a Super Wal-Mart. Um, [pause] and that's about it, but like I said again, I do not see any reason at all why Ceres needs to have a Super Wal-Mart—other than somebody's making some money off of it. Because it just does not need to happen. Thank you.

Daniel Hamilton (PMC): Anyone else that would like to speak?

Genella Williams (Public): I have a question—I'm trying to recall where you were going--you had on the slide the EIR report. Something about traffic or population as far as what the city council or the city bylaws has as far as allowing a business even into the city in the first place. You mentioned something about that.

Daniel Hamilton (PMC): Yeah, specifically what I mentioned is that part of the population and housing review and as well as the land use review. We'll review the consistency of what they've proposed with the zoning ordinance and general plan regulations as they relate to the environment—as they relate to environmental protection. The city has quite a few policies that have been adopted for that purpose and we'll look at this and make sure that it is consistent with those or if it violates those then what could be done to mitigate that.

Genella Williams (PMC): Okay, so you're going to do this EIR study and you're going to present it to the City Council, City of Ceres and you're using that criteria. So the city already has this criteria in place already?

Ken Craig (City): If I could clarify a little bit—the city establishes a General Plan, in this case, the City adopted its General Plan in 1997. That General Plan identifies land uses within the General Plan area and does projections of population based on those land uses so that if and when the General Plan ever gets built out to its maximum footprint, you would estimate how much population you would have at that time based on land uses. Additionally, in 1990, 89-1990, the Mitchell Road Corridor Specific Plan was developed, which identified land uses all up and down the Mitchell Road Corridor area. This site in particular was identified in that plan as regional commercial. So it was anticipated 17 years ago that this area would have a large retail type center at it. So those things are used then to calculate the potentials of population and traffic and things like that well in advance. So what this environmental impact report is going to do is not only look at Super Wal-Mart in particular, but also look at, is that a use that was anticipated by the General Plan back in 1997 and/or the Mitchell Road Corridor Specific Plan back in 1990? Okay, so they will look and say this is a compatible use that the city took a look at, and it fits within the mode and the anticipation of what was expected and/or projected 17 years ago and

then 10 years ago in the General Plan. Alright, so those things will be looked at for consistency between those documents and does it conform with those documents and what was anticipated to be at that site?

Genella Williams (Public): So would you, can you tell me that when those plans were drawn up at 1997 and 1990 like you were saying 17 years ago, was anybody thinking that there would ever be a Super Wal-Mart in Ceres? When those—that was drawn up?

Ken Craig (City): Well, I would not be able to answer as to whether or not they were thinking in terms of a Super Wal-Mart. Super Wal-Mart in and of itself is a large regional commercial facility.

Genella Williams (Public): Oh, it's all...

Ken Craig (City): It's a regional commercial type facility. Super Wal-Mart has a particular name to it because it is a Wal-Mart and it's Super Wal-Mart, but the size of the Super Wal-Mart, the size of what's being proposed at this site, being 300,000 square feet, is in essence what would fit under what would be classified as a regional commercial center. Now a regional commercial center might be like Vintage Fair Mall or something along those lines that is a commercial center geared towards collecting customers from a regional area. Ok? So that is the anticipation of what would have gone at this site. Whether it was a Super Wal-Mart or a Super Target or a Super JC Penny's—whatever it was, it wasn't necessarily a name that was looked at, it was the use itself as far as the size and the regional significance of a retail center.

Genella Williams (City): Okay, another question. Land use and the population—does the EIR does your report, will it address the responsibility as citizens of Ceres and our council members—our mayor—does it address my responsibility to make due with what I have? To make due with what's already in Turlock, what's already down the road, what's already in Modesto; without drawing in all this traffic, all these people all these noises, all these trucks. Do we not have a responsibility and does that report, is that addressed anywhere in that report?

Ken Craig (City): No, that's not the purpose of this environmental impact report; however, I mean that is a legitimate question...

Genella Williams (City): That wouldn't be under population, housing, land use or anything like that?

Daniel Hamilton (PMC): No...

Genella Williams (Public): Traffic?

Daniel Hamilton (PMC): Not under the standards of laws set forth by the state...

Genella Williams (Public): It wouldn't be?

Daniel Hamilton (PMC): But it is, as Ken mentioned, it is a very important policy issue and it is something very important to the City. And just because it's not included within the environmental analysis, doesn't mean that it won't be considered by staff and their staff report and by the Planning Commission and City Council when they're considering whether to approve the development or not.

Genella Williams (Public): Okay.

Daniel Hamilton (PMC): And at those points I think it's absolutely appropriate to...

Ken Craig (City): Sure

Genella Williams (Public): Well, I think it's something we all, everyone in Ceres, need to think about that. We have a lot in our lives. We have a lot of stores. We have plenty of stores.

Barry Siebe (City): Again if I could kind of clarify, your question is very pertinent. Again, you have kind of two levels of things going on here. The environmental impact report in and of itself is not the approval of this project. Okay? The environmental impact report is to analyze the impacts on the environment in which the project is going to take place. That's just one piece of the entire overall process. The approval of the project cannot be done until that environmental impact report has looked at the impacts, alright? When the city begins to make its deliberations, and goes to the public hearing process, to the planning commission and ultimately to the city council, that's when the other side of the coin comes in. Not just the environmental impacts, but the impacts the kinds of things that you're talking about. So again, there's a whole other side to this process that is not just the environmental. It's the intangible items that you're referring to. So again, keep in mind that you have several bites at the apple here in regards to this process and the approval that it has to go through; through the city. The environmental is just one piece of it.

Susan Borgess (Public): I have a question. Um, you said that this...

Daniel Hamilton (PMC): Sorry, could you state your name and address for the record?

Susan Borgess (Public): Susan Borgess, 3805 Evalee Lane. I'm sorry. You stated that, and am I correct on this? That this particular shopping center is what you consider what Vintage Fair Mall was—that type of scale, correct? Is that what you're...

Ken Craig (City): Strictly from the standpoint of it falling into what's called a regional commercial category, yes.

Susan Borgess (Public): I realize that the city of Ceres is built on the freeway—we have no where to expand, other than a few pockets which you guys are trying to expand right now. I'm not quite sure on the date or whatever, but 30 years ago the city of Ceres thought about having Vintage Fair at the K-Mart shopping center. It was detrimental to Ceres then. Why isn't this detrimental now? We have less ground to build on, it's going to impact just as much as Vintage Fair Mall was. We have the second Wal-Mart—I don't want it turning into a Zodie's. And we all know that Zodie's sat empty for five to eight years before it was filled. Again, we don't need that

on our community. It was a burden then—Wal-Mart will be a burden if that happens there and yes I know Wal-Mart can give you all the guarantees that it's not going to happen, but I also know that things change with guarantees. So this is a big concern of ours. It was detrimental 30 years ago, it's detrimental now.

Daniel Hamilton (PMC): Anybody else who would like to speak tonight? In that case, thank you all very much for coming, we do appreciate the comments. We will be transcribing this as they mentioned. We will be recording this meeting. So every comment that was made tonight you will see reflected within the summary of comments received during the initial study scoping period which is the period that we're in now. And you'll see all of those reflected in the EIR. So, as we mentioned earlier, there's still quite a few opportunities for review. Everybody who signed in on this sheet will get copies of all notices that go on from here on out, both for the environmental portion as well as for the eventual consideration by planning commission, city council of the whole project. So, as we mentioned, there's going to be many bites of this apple, this is just the first one. Thank you very much for your comments and we'll all be here if you'd like to talk after the meeting. So, thank you.

Ken Craig (City): Thank you.